



It Pays to Advertise in the Rising Son for it Reaches More Homes of Colored People than any other Paper in the State.

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LINCOLN INSTITUTE NOTES.

Farmers' Convention at Lincoln Institute. President Allen Emphasizes the Value of Agricultural Pursuits For the Negro.

The Fifth Farmers' Convention at Lincoln Institute was held Friday, November 9, 1906.

President Allen's annual address was a masterly effort and presented a strong plea for agricultural pursuits and attendant industries as the bed rock in the development of the negro, or, indeed of any primitive race, and upon this bed rock should be placed the professions, the arts and sciences.

Farmer Abram Jackson of Boone county brought an excellent exhibit of agricultural products from his farm near Brown's Station and with farmer Logan of Calloway county gave a most interesting account of their struggles from humble beginnings to the present day when they own large and well-stocked farms with fruit-bearing orchards and other accessories of progressive farming.

Various counties of the state were represented by students from the respective counties. Many of these young men and women are sons and daughters of farmers and expressed their determination to return to the farm after graduating from the institution, believing that the practical nature of the education received here will enable them to make farming a remunerative pursuit.

Thus is Dr. Allen helping to solve one of the most perplexing problems that today confronts the people of the United States, i. e., "How to keep Farmers' Boys and Girls on the Farm in Sufficiently large numbers."

In fact too much praise can not be given this Christian gentleman and scholar for the great work he is doing in enlarging the horizon and scope of education for the negro of the great Middle West, nor are the result of his work confined to any section. The Globe Democrat of Sunday, November 11, and other metropolitan papers of wide circulations, gave extended accounts of the proceedings of the Farmers' Convention. The people of Missouri may well be proud of the great work that is being carried on at Lincoln Institute by President B. F. Allen, L. L. D., and his body of splendid instructors. You can scarcely go into any portion of the country without finding both men and women employed in prominent and responsible positions who are graduates of this school. May President Allen ever continue in his work for the institution and let both whites and negroes see that he is encouraged instead of being hampered in the good work.

Lincoln Institute's foot ball team under the scientific coaching of Professor R. A. West is scoring the usual victories on the gridiron. November 12 the game between the Institute and Columbia High School resulted in a score of 45-0 in favor of Lincoln Institute!!

By the combined support of all the 35,000 negroes the new manager of the Son expects to make this paper the leading and most authentic negro journal. From point of news, social and education.

Mr. M. J. Cartwright entertained at luncheon at home, 556 Forest Ave., last Monday evening in honor of Mr. Ralph Shaw of Des Moines, Ia., and Miss Pos Buford, 723 Troost Ave. Among those present were Mrs. Mary Shields, 1019 Pacific St., Miss Georgia Moore, Brookfield, Mo., and Mr. Wm. Smith, Independence.

THE MUSTERING OUT OF THE NEGRO TROOPS.

A great calamity has befallen the negroes who serve the United States in the capacity of soldiers. President Roosevelt has issued orders for companies B. C. and D of the Twenty-fifth infantry to be dismissed without honor.

Some of the negro soldiers have served for 20 years. Even old Mingo Sanders, first sergeant of company B, must go. The majority of the negroes have faithfully served Uncle Sam from a period covering ten to twenty years. All must go. No place in this country is the negro safe from the stern, severity of the powerful white man and his combined forces to eliminate the black man.

President Roosevelt is commander-in-chief of army and navy and head of the entire nation. Yet the president is assuming this great responsibility. The military regulations provide that no man can be dishonorably discharged unless proved guilty by general court martial as read in the 62 article of the army regulation rules.

Again if the negro troops are to be dismissed as some say the law provides, why not discharge the white officers commanding them as the law also provides in the army regulation rules?

Effect of College Education.

It would be interesting to trace in detail, and after careful study of facts, to just how great a degree the "varsity" bred man influences us in respect of dress, says Men's Wear. For instance, the knee drawer, which retailers could not get enough of during summer, is nothing more or less than the running "pant" of track athletics, as the jersey that is coming to be worn with them is the jersey of the "gym." The turning up of the trousers to show fancy hose is an outcome of turned up tennis trousers, not for "varsity" sake but for expediency and comfort.

So, the list of what we owe to college men in matters of dress might be lengthened. The collegian is certainly a force to be reckoned with by makers and sellers of men's wear.

Broad Classification.

"What kind of an automobile do you prefer?"

"I know of only two kinds," answered Mr. Cumrox; "those that are running and those that are out of repair."

Distinction and Difference.

"I ain't got no use for avarice," said Uncle Eben, "but it sho' is safer for a man to hold on to money foolish than it is to spend it foolish."

PHENOMENON.

"Ah, Touchem!" cried the man with the close-fitting eyebrows, "isn't this the most remarkable day you ever saw?"

"I see nothing unusual about it," replied Touchem.

"But haven't you noticed that it has had four afternoons, four nights and four mornings in it, and here we are on the fifth afternoon—all in the same day?"

"What!"

"Am I not right? You borrowed a ten of me this morning, or one of the mornings of this day, and told me you would pay me to-morrow, as sure as the sun rose on a to-morrow. So I cannot reason the thing out any other way."—Judge.

Parlor Car Diversion.

"Porter," said the fussy lady in the parlor car, "I wish you would open this window."

The lady in the seat directly across heard the request, and drew a cloak about her.

"Porter, if that window is opened," she snapped, testily, "I shall freeze to death."

"And if the window is kept closed," returned the other passenger, "I shall surely suffocate."

The porter stood timidly between the two fires.

"Porter," remarked the commercial traveler, "your duty is very plain. Open the window and freeze one lady. Then close it and suffocate the other."—Puck.



WM. T. WASHINGTON,
Manager and Editor, Rising Son.

The purpose of this article is to bring directly before the people's attention a young man who has always striven for the best things in this community. Young Washington has worked himself from a newsboy and bootblack to the present position as manager of the oldest negro newspaper in the city, The Rising Son. He has the confidence of the entire negro population and he is trying to work himself into a position wherein the negro may be proud of the record he has made. No negro can succeed without a strong endorsement and the hearty support of his race.

Washington after finishing the high school course of this city, attended Williams and Oberlin colleges, respectively in Massachusetts and Ohio. He took a special course in journalism from Bliss Perry, editor of the Atlantic Monthly, one of the most brainy men of this country.

With this advantage he has started upon his career as the editor of the "Rising Son." There are about 35,000 negroes in greater Kansas City and will the majority of this population appreciate the efforts of Wm. T.

Washington in this particular field? There is no reason why out of such a population that a good negro paper should not have from 10,000 to 15,000 subscribers.

The policy of this paper from now on shall be, "No radical or yellow journalism." Every negro citizen shall be given full consideration by this paper. All churches and lodges shall have full access to this paper. Doctors, lawyers, teachers, hotel-keepers, railroad-porters and common laborers all alike shall be given the same consideration.

The paper shall launch out on an entirely new basis. Mr. Washington shall endeavor to be the servant of all the people. The voice of the negro is the law; he must obey. Let every subscriber of this paper have renewed confidence in this paper. Let the name, Rising Son, be on the lips of every negro. Carry the name from house to house. Let the motto of every negro be, "Make it Ten Thousand Subscribers." Will the people rally? Will every one assist, individually in this noble enterprise? Once more let the motto be "Make it Ten Thousand Subscribers."

The process of change from engineer to motorman is not so long as one might casually suppose. In the first place, the engineer does not need to be taught anything about signals and general rules of the great iron highway. He has learned all that.

The engineer who, being far-sighted and anxious to keep abreast of the improvements in the service, decides that he wants to be a motorman, applies to the chief engineer through the superintendent of his division, and he is given preference over all other applicants.

The application of the engineer being favorably passed, he is ordered to report to the "professor" of electrical engines at Kingsbridge. If you were to ask for him under this title, you wouldn't find him, because he has no actual domination. The engineer, 125 of him, went to Kingsbridge one day and waited around expectantly. Every one was dressed in ordinary garb, as the electric engine is not so oily and grimy a proposition as his former pet, the steam locomotive.

The first class of six pupils climbed up the iron ladder in much the same way that a passenger boards a steamship from a rowboat. The sensation is about the same, except that there is no chance to drop into the water. Inside he found himself in a compartment about the size, perhaps a trifle larger, than the average flat. The main compartment is as big as a bed room.

There are oilcloth covered seats in two of its four corners. Beside the seats are the controller and the brake. Up above is the whistle cord and bell rope. The whistle is productive of a sound that is a cross between the toot of a self-respecting automobile and the din of a fog horn gone amuck. The sound is deep, pervading, and audible for perhaps two miles and a half if the wind is right. First of all the novitiate is taken over

Remarkable Railway.

An up-hill railway, perhaps the most remarkable in the world, is the Oroyo, in Peru. It runs from Callao to the gold fields of Cerro de Pasco. From Callao it ascends the narrow valley of the Rimac, rising nearly 5,000 feet in the first 56 miles. Thence it goes through the intricate gorges of the Sierras till it tunnels the Andes at an altitude of 15,645 feet, the highest point in the world where a piston-rod is moved by steam. The wonder is increased by remembering that this elevation is reached in 78 miles.

Moved the World.

Cecil Rhodes was once considered a crank. When Mr. Rhodes made his first appearance in the Cape parliament he could talk of nothing but his great idea of a transcontinental railway and with the aid of a specially prepared map he sought to interest his fellow members in the colossal scheme. Most of them thought him a bore and some openly called him a crank.

Was Dead at the Throttle.

An engineer died at his post on a fast express train running from Boston to Philadelphia recently. It is not known how long the dead hand rested on the throttle, as the track was clear for many miles. Not until they were entering Philadelphia like a whirlwind did the fireman discover that the engineer was dead.

LEARN NEW TRICKS

ENGINEERS TAUGHT HOW TO GUIDE ELECTRIC CARS.

Men on One Great System Being Broken In for the Change to Come—Work Neither Hard Nor Uncongenial.

The metamorphosis of the railroad engineers of the New York Central has begun, says the New York Globe. It is here with the electrification of the system, and it will continue steadily. The school is without text books, and lacks all of the frills and turbanes so dear to the modern educator's heart. The men were taken in batches of six and sent right over the road in the new double ended electric engine that can draw more and draw it faster than any steam engine that ever was built.

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the motors, the condensers, and other sections of the complete mechanism.

The explanation of these parts is only superficial, and by the way of introduction.

Then the "professor," and that's just what the new men began to call him within an hour after the start of the class, grasps the controller and brings it back a notch. The notch is one of a series of teeth, like things that have to be touched in turn, as the lever is brought backward to increase the speed. If this is not observed, to drop into the vernacular of the professor, "things burn inside."

The big engine, noiseless, as though its wheels were shod with felt, begins to slip slowly over the track. Then more notches are let out, and the speed increases until it fairly bounds over the rails. This continues for two hours and return. On the return the motorman does not send his engine to the turntable, as he did in his steam days. He merely changes his seat to the other side of the compartment, for the electric engine is double ended and runs just as well one way as another.

After two or three of these trips the pupil is permitted to take a turn at the starting and stopping. Then the minute explanation of the intricacies begins. This same process is gone through with on succeeding days until every part and its use is thoroughly familiar to him.

FEEDING AND SELLING MULES.

How They Should Be Dealt With to Get the Best Results.

The southerner requires fat mules, the fatter the better. Flesh catches the planter's eye. Sleek-coated animals are also in demand. In size, the cotton mule ranges from the 14 hand donkey to the 15.2 hand farm mule.

Mare mules are given the preference in the south, but north, east or west this is not so. The wise feeder will keep these facts in view when buying young or work mules. The rough, leggy animal should be avoided. Such are mean feeders and seldom fatten. This is also true of colts. It is possible, says Orange Judd Farmer, to tell with reasonable certainty which colts will feed out well and which will not. The colt that keeps nearly fat on ordinary feed and with ordinary care can be depended on, while the one that is stunted, rough and thin is a doubtful feeder. Some of our feeders raise their own stock mules, buying colts and yearlings, then pasturing or feeding them very much as cattle are fed. Feeding usually begins in early fall and continues until the end of the year. Many carloads of two-year-old mules go south.

The feeding is best done in sheds equipped for that purpose. In most sections, at least five kinds of feed can be had. Corn is the principal fattening element, but bran and shelled oats act as a loosening agent and produce a good coat. Such feeds should be given in the proportion of one part bran or oats to three or four parts corn. Soy beans are a promising mule feed, being the equal of linseed meal in fattening and fattening mules, the sheering should be attended to often. The mule falls over badly when allowed to get too long, and it is practically impossible to make a good trim later. When receiving a mule that has been shod, remove the shoes, especially those on the hind feet, the first thing. Mules will kick each other, but if there are no shoes, no harm is done.

Work as many as possible, if only a time or two. Many consider a mule broken that has had only one or two lessons in the wagon or plow. Mules should be kept, during the fattening period, confined to the shed. Good bedding is very essential to producing a fine finish. The above is written with special reference to cotton mules, but applies equally well to other demands. Most all the cotton mules from Kentucky are sold through the Atlantic gateway. The market opens in the late fall or early winter and closes in early spring.

Useful.

Knicker—Has Subbubs been successful with his garden?

Hocker—Yes; I think he must have raised enough cabbages to smoke.—N. Y. Sun.



PROF. JOE E. HERRIFORD,
Newly Appointed Principal of Page School.

Our reporter has just made a pleasant call upon Prof. Joe E. Herriford, the new principal of the Page school. Prof. Herriford comes to us with an experience of twenty-one years of uninterrupted success as a teacher and is quite enthusiastic over his prospects in Kansas City. He is beginning

ning at the bottom with that enthusiasm which has marked all the years of his labors as an educator and leader and his work ought to yield all that he hopes for. He is no stranger to the people of Kansas City and has a host of friends here who unite in bidding him welcome.

The fact that he served nineteen years as teacher and principal in Chillicothe, his birth place, is a high testimonial of his life and character. Prof. Herriford is at present quartered at the Hotel Compton but will move his family hither as soon as he can obtain suitable property.

"I know my rival has untold acres of real estate while I have nothing but the words in which I tell my love; but—"

"That will do, Mr. Slimpurs; I intend to marry a man of deeds, not of words."—Houston Post.

Not Romantic.

Mother—You shouldn't have laughed when Charlie was proposing.

Dora—I couldn't help it, mother; he was so scared his teeth chattered.—Detroit Free Press.

Remuneration.

Knicker—How are your boys getting on?

Hocker—One gets a five dollar salary and the other ten-dollar wages.—N. Y. Sun.